

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBLO3

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati **CODE #** 061-15000

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9/1/99

CONTACT: Joan Buttner **PHONE #** (513) 352-6236 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX: (513) 352-1581 **E-MAIL** Joan.Buttner@cineng.rcc.org

PROJECT NAME: Hopple Street: Meeker to I-75 Improvement

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 830,000
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 4,150,000

FUNDING REQUESTED: \$ 830,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 830,000.00

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.

RLP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program ☐ Small Government Program
☒ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

APPROVED FUNDING: \$ _____

Local Participation _____ %

Loan Interest Rate: _____ %

OPWC Participation _____ %

Loan Term: _____ years

Project Release Date: _____

Maturity Date: _____

OPWC Approval: _____

Date Approved: _____

SCIP Loan _____ **RLP Loan** _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

Force Account
Dollars

TOTAL DOLLARS

- a.) Basic Engineering Services: \$.00
- Preliminary Design \$
Final Design \$
Bidding \$
Construction Phase \$
- Additional Engineering Services \$.00
*Identify services and costs below.
- b.) Acquisition Expenses:
Land and/or Right of Way \$.00
- c.) Construction Costs: \$ 3,755,000.00
- d.) Equipment Purchased Directly: \$.00
- e.) Permits, Advertising, Legal: \$.00
(Or Interest Costs for Loan Assistance
Applications Only)
- f.) Construction Contingencies: \$ 395,000.00
- g.) TOTAL ESTIMATED COSTS: \$ 4,150,000.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>.00</u>	<u> </u>
b.) Local Revenues	\$ <u>.00</u>	<u> </u>
c.) Other Public Revenues		
ODOT	\$ <u>3,320,000.00</u>	<u>80%</u>
Rural Development	\$ <u>.00</u>	<u> </u>
OEPA	\$ <u>.00</u>	<u> </u>
OWDA	\$ <u>.00</u>	<u> </u>
CDBG	\$ <u>.00</u>	<u> </u>
OTHER <u> </u>	\$ <u>.00</u>	<u> </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>3,320,000.00</u>	<u>80 %</u>
d.) OPWC Funds		
1. Grant	\$ <u>830,000.00</u>	<u>20%</u>
2. Loan	\$ <u>.00</u>	<u> </u>
3. Loan Assistance	\$ <u>.00</u>	<u> </u>
SUBTOTAL OPWC FUNDS:	\$ <u>830,000.00</u>	<u>20%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>4,150,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 4905 Sale Date: 7/00

STATUS: (Check one)

Traditional X

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Hopple Street: Meeker to I-75 Improvement

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Hopple Street from Meeker to I-75 (see attached map)

PROJECT ZIP CODE: 45225

B: PROJECT COMPONENTS:

Hopple Street will be widened to provide standard width lanes and right and left turn lanes at various intersections. The main purpose of the project is to provide turn lanes and improve turning radii for the trucks headed to and from Spring Grove Avenue and to other businesses in Camp Washington. The trucks often block the through lanes when turning. No additional through lanes will be constructed.

50% of the existing pavement will be replaced to full-depth where required and the remaining pavement will be rehabbed as needed. The reversible lane system will be removed. A new water main will be installed. Traffic signals will be replaced.

C: PHYSICAL DIMENSIONS:

The existing roadway has 4 through lanes and a reversible lane and varies in width from 50 to 56 feet. The reversible lane is a cause of accidents as well as the substandard turning radii for the high volume of trucks. Roadway will be widened to 5 through lanes, 56 to 83 feet in width. The length of the project is 1384 feet in length.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

The service capacity of Hopple Street will be improved.

The improvement will upgrade the street to current design standards by providing standard lane widths, improving sight distances and providing left and right turn lanes at intersections. Accident rate will be substantially reduced and traffic safety enhanced.

Road or Bridge: Current ADT 26,273(E. of Meeker) 33,376(E. of Colerain) Year: 1996

Projected ADT: 29,611(E. of Meeker) 37,614 (E. of Colerain) Year: 2018

2.3 **USEFUL LIFE/COST ESTIMATE:** *Project Useful Life: 30 Years. Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.*

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 3,235,000

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 415,000

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>1/1/96</u>	<u>6/1/98</u>
4.2 Bid Advertisement and Award:	<u>7/1/00</u>	<u>8/30/00</u>
4.3 Construction:	<u>12/31/00</u>	<u>12/31/02</u>
4.4 Right-of-Way/Land Acquisition:	<u>9/1/98</u>	<u>2/1/00</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	<u>John F. Shirey</u>
	TITLE	<u>City Manager</u>
	STREET	<u>Room 152, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 3241</u>
	FAX	<u>() -</u>
	E-MAIL	<u></u>
5.2	CHIEF FINANCIAL OFFICER	<u>Timothy H. Riordan</u>
	TITLE	<u>Finance Director</u>
	STREET	<u>Room 250, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 3731</u>
	FAX	<u>() -</u>
	E-MAIL	<u></u>
5.3	PROJECT MANAGER	<u>Jay Gala</u>
	TITLE	<u>Principal Construction Engineer</u>
	STREET	<u>Room 415, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 3423</u>
	FAX	<u>(513) 352 - 5397</u>
	E-MAIL	<u>Jay.Gala@cineng.rcc.org</u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [X] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [X] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

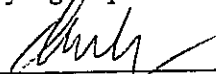
7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

RICHARD MENDES **DEPUTY CITY MANAGER**

Certifying Representative (Type or Print Name and Title)

 19/14/99

Original Signature/Date Signed

City of Cincinnati



Department of Public Works
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

Joseph S. Charlton
Acting Director

Prem Garg, P.E.
City Engineer

Robert H. Richardson, AIA
City Architect

September 17, 1999

**Subject: Hopple Street Meeker to I-75 Improvement
Certification of Useful Life**

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least thirty (30) years.



(Seal)

**Brian Pickering, P.E.
Principal Highway Engineer
City of Cincinnati**

HOPPLE STREET: MEEKER TO I-75
CONSTRUCTION COST ESTIMATE

ITEM	EXT.	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
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ROADWAY

201	11000	CLEARING & GRUBBING		LUMP	\$7,000.00	\$7,000.00
202	112000	PORTIONS OF STRUCTURE REMOVED		LUMP	\$2,000.00	\$2,000.00
202	23000	PAVEMENT REMOVED	m2	4452	\$9.00	\$40,068.00
202	30000	WALK REMOVED	m2	3710	\$8.00	\$29,680.00
202	30204	STEPS REMOVED		LUMP	\$700.00	\$700.00
202	32001	CURB REMOVED, AS PER PLAN	m	1273	\$20.00	\$25,460.00
202	35100	PIPE REMOVED, 600 mm AND UNDER	m	62	\$31.00	\$1,922.00
202	58000	MANHOLE REMOVED	EACH	2	\$504.00	\$1,008.00
202	58200	CATCH BASIN OR INLET REMOVED	EACH	14	\$169.00	\$2,366.00
203	12000	EXC. NOT INCL. EMBANK. CONSTR.	m3	3375	\$7.00	\$23,625.00
203	20000	EMBANKMENT	m3	1435	\$6.00	\$8,610.00
203	45000	PROOF ROLLING	HOUR	1	\$146.00	\$146.00
203	50000	SUBGRADE COMPACTION	m2	7690	\$2.00	\$15,380.00
503	21100	UNCLASSIFIED EXCAVATION	m3	12	\$30.00	\$360.00
511	46500	CLASS C CONCRETE FOOTING	m3	6	\$282.00	\$1,692.00
653	10001	TOPSOIL FURNISHED AND PLACED, AS PER PLAN	m3	169	\$34.00	\$5,746.00
660	30000	SODDING STAKED	m2	1221	\$6.00	\$7,326.00
Special	69098700	SPECIAL-MISC.: STRUCTURAL SOIL MIX	m3	51	\$40.00	\$2,040.00
Special	69098700	SPECIAL-MISC.: PLANTING MIX INCLUDING PEA GRAVEL	m3	196	\$40.00	\$7,840.00
Special	69070000	SPECIAL-ENVIRONMENTAL, MISC.: DEVELOPMENT OF AND COMPLIANCE WITH SITE SPECIFIC HEALTH AND SAFETY PLAN		LUMP	\$5,000.00	\$5,000.00
Special	69098700	SPECIAL-MISC.: HAZARDOUS WASTE DISPOSAL	m3	400	\$300.00	\$120,000.00
Special	69098700	SPECIAL-MISC.: NONHAZARDOUS WASTE DISPOSAL	m3	400	\$350.00	\$140,000.00
Special	69098700	SPECIAL-MISC.: HAZARDOUS DEWATERING DISPOSAL	m3	80	\$250.00	\$20,000.00
Special	69098700	SPECIAL-MISC.: NONHAZARDOUS DEWATERING DISP.	m3	80	\$350.00	\$28,000.00

ROADWAY SUBTOTAL

EROSION CONTROL

207	30000	FILTER FABRIC FENCE	m	520	\$9.00	\$4,680.00
207	70000	STRAW OR HAY BALES	EACH	319	\$5.00	\$1,595.00
660	30000	SODDING UNSTAKED	m2	2100	\$6.00	\$12,600.00

EROSION CONTROL SUBTOTAL

ITEM	EXT.	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
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DRAINAGE

603	00400	100mm CONDUIT, TYPE E, FOR DRAINAGE CONN.	m	30	\$16.00	\$480.00
603	00900	150mm CONDUIT, TYPE B, NON-PERFORATED	m	8	\$46.00	\$368.00
		ASTM D3034 (SDR 35), 707.33, OR 707.42				
603	00900	150mm CONDUIT, TYPE B, FOR SANITARY	m	30	\$46.00	\$1,380.00
603	01100	150mm CONDUIT, TYPE C, FOR SANITARY	m	30	\$60.00	\$1,800.00
603	01500	150mm CONDUIT, TYPE F, FOR DRAINAGE CONN.	m	30	\$42.00	\$1,260.00
603	01500	150mm CONDUIT, TYPE F, NON-PERFORATED,	m	84	\$42.00	\$3,528.00
		ASTM D3034 (SDR 35), 707.33, OR 707.42				
603	04400	300mm CONDUIT, TYPE B	m	221	\$150.00	\$33,150.00
604	08600	CATCH BASIN, MISC.: CINCINNATI, TYPE A	EACH	16	\$1,820.00	\$29,120.00
604	08600	CATCH BASIN, MISC.: CINCINNATI, TYPE P	EACH	3	\$1,960.00	\$5,880.00
604		MANHOLE ADJUSTED TO GRADE	EACH	14	\$305.00	\$4,270.00
605	11100	150mm SHALLOW PIPE UNDERDRAIN	m	819	\$20.00	\$16,380.00
605	13300	150mm UNCLASSIFIED PIPE UNDERDRAIN	m	301	\$25.00	\$7,525.00

DRAINAGE SUBTOTAL

PAVEMENT

254	01000	PAVEMENT PLANING, BITUMINOUS	m2	3769	\$2.00	\$7,538.00
301	46000	BITUMINOUS AGGREGATE BASE, PG64-22	m3	247	\$76.00	\$18,772.00
304	20000	AGGREGATE BASE	m3	1154	\$35.00	\$40,390.00
305	14001	260mm CONCRETE BASE, AS PER PLAN	m2	7574	\$45.00	\$340,830.00
407	10000	TACK COAT, 702.13	L	4480	\$1.00	\$4,480.00
446	50000	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H	m3	453	\$70.00	\$31,710.00
448	48020	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DR	m3	25	\$70.00	\$1,750.00
448	46050	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-2	m3	796	\$66.00	\$52,536.00
452	12001	210mm PLAIN CONCRETE PAVEMENT, AS PER PLAN	m2	742	\$29.00	\$21,518.00
608	50001	CURB RAMP, TYPE I, AS PER PLAN	EACH	21	\$94.00	\$1,974.00
608	98000	WALKWAY, MISC.: 125mm WALKWAY, CONCRETE	m2	2210	\$10.00	\$22,100.00
609	16001	CURB, TYPE 2-B, AS PER PLAN	m	1352	\$69.00	\$93,288.00
612	16001	150mm CONCRETE TRAFFIC ISLANDS, AS PER PLAN	m2	445	\$54.00	\$24,030.00
SPECIA	69098200	SPECIAL-MISC. 125mm CONCRETE WALKWAY	m2	428	\$10.00	\$4,280.00

PAVEMENT SUBTOTAL

ITEM	EXT.	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
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MAINTENANCE OF TRAFFIC

410	24001	TRAFFIC COMPACTED SURFACE, AS PER PLAN	M. TON	60	\$24.00	\$1,440.00
614	11100	LAW ENFORCEMENT OFFICER WITH PATROL CAR	HOURL	50	\$37.00	\$1,850.00
614	12460	WORK ZONE MARKING SIGN	EACH	10	\$100.00	\$1,000.00
614	13000	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC	m3	30	\$100.00	\$3,000.00
614	13300	BARRIER REFLECTOR, TYPE B	EACH	328	\$7.00	\$2,296.00
614	13350	OBJECT MARKER	EACH	328	\$50.00	\$16,400.00
614	20000	TEMPORARY LANE LINE, CLASS I	km	103	\$222.00	\$22,866.00
614	20200	TEMPORARY LANE LINE, CLASS I, 740.06, TYPE I	km	0.12	\$1,990.00	\$238.80
614	20400	TEMPORARY LANE LINE, CLASS II	km	4.38	\$148.00	\$648.24
614	21000	TEMPORARY CENTER LANE, CLASS I	km	1.24	\$405.00	\$502.20
614	21200	TEMPORARY CENTER LANE, CLASS I, 740.06, TYPE I	km	0.53	\$5,220.00	\$2,766.60
614	21400	TEMPORARY CENTER LINE, CLASS II	km	3.23	\$479.00	\$1,547.17
614	22000	TEMPORARY EDGE LINE, CLASS I	km	2.43	\$321.00	\$780.03
614	22200	TEMPORARY EDGE LINE, CLASS I, 740.06, TYPE I	km	1.06	\$3,480.00	\$3,688.80
614	23000	TEMPORARY CHANNELIZING LINE, CLASS I	m	969	\$3.00	\$2,907.00
614	23400	TEMPORARY CHANNELIZING LINE, CLASS I, 740.06, TYPE I	m	32	\$11.00	\$352.00
614	24400	TEMPORARY DOTTED LINE, CLASS I, 740.06, TYPE I	m	272	\$14.00	\$3,808.00
614	26000	TEMPORARY STOP LINE, CLASS I	m	210	\$11.00	\$2,310.00
614	26400	TEMPORARY STOP LINE, CLASS I, 740.06, TYPE I	m	11	\$17.00	\$187.00
614	27000	TEMPORARY CROSSWALK LINE, CLASS I	m	390	\$4.00	\$1,560.00
614	30000	TEMPORARY LANE ARROW, CLASS I	EACH	32	\$79.00	\$2,528.00
614	30400	TEMPORARY LANE ARROW, CLASS I, 740.06, TYPE I	EACH	2	\$237.00	\$474.00
614	31000	TEMPORARY WORD ON PAVEMENT, 1800mm, CLASS I	EACH	22	\$151.00	\$3,322.00
614	31400	TEMPORARY WORD ON PAVEMENT, 1800mm, CLASS I, 740.06, TYPE I	EACH	1	\$350.00	\$350.00
614	10000	WATER	m3	40	\$47.00	\$1,880.00
616	20000	CALCIUM CHLORIDE	M. TON	1	\$240.00	\$240.00
616	40020	PORTABLE CONCRETE BARRIER, 813 mm	m	1000	\$37.00	\$37,000.00

MAINTENANCE SUBTOTAL

WATER WORK

1101		FURNISHING AND LAYING 6" DUCTILE IRON PIPE AND FITTINGS	LF	200	\$150.00	\$30,000.00
1101		FURNISHING AND LAYING 8" DUCTILE IRON PIPE AND FITTINGS	LF	250	\$150.00	\$37,500.00
1101		FURNISHING AND LAYING 12" DUCTILE IRON PIPE AND FITTINGS	LF	2200	\$100.00	\$220,000.00
1101		FURNISHING AND LAYING 20" DUCTILE IRON PIPE AND FITTINGS	LF	100	\$250.00	\$25,000.00
1106		FURNISHING AND INSTALLING 3-1/2" THICK FOABGLAS INSULAT	LF	50	\$40.00	\$2,000.00
1110		CONCRETE CLASS "C"	CU. YD.	22	\$140.00	\$3,080.00
1111		12" VALVE CHAMBER (PRE-CAST)	EACH	6	\$1,440.00	\$8,640.00
1111		8" VALVE CHAMBER (PRE-CAST)	EACH	5	\$1,440.00	\$7,200.00
1112		FURNISHING AND INSTALLING 8" FIRE HYDRANT	EACH	6	\$1,550.00	\$9,300.00

ITEM	EXT.	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
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WATER WORKS CONTINUED

1113		RELOCATING EXISTING FIRE HYDRANT	EACH	1	\$1,300.00	\$1,300.00
1114		REMOVING EXISTING FIRE HYDRANT	EACH	5	\$500.00	\$2,500.00
1115		FURNISHING AND INSTALLING FIRE HYDRANT EXTENSION, 12"	EACH	1	\$500.00	\$500.00
1115		FURNISHING AND INSTALLING FIRE HYDRANT EXTENSION, 18"	EACH	1	\$500.00	\$500.00
1115		FURNISHING AND INSTALLING FIRE HYDRANT EXTENSION, 20"	EACH	1	\$500.00	\$500.00
1116		FURNISHING AND INSTALLING VALVE BOX COMPLETE	EACH	6	\$250.00	\$1,500.00
1119		ADDITIONAL EXCAVATION	CU. YD.	30	\$60.00	\$1,800.00
1120		EXPLORATORY EXCAVATION	CU. YD.	30	\$75.00	\$2,250.00
1121		FILLING ABANDONED WATER WORKS STRUCTURE	CU. YD.	37	\$75.00	\$2,775.00
1123		CHANGING PIPE SEWERS 8" AND UNDER	LF	50	\$75.00	\$3,750.00
1123		CHANGING PIPE SEWERS 10" TO 24"	LF	50	\$85.00	\$4,250.00
1125		RESETTING EXISTING VALVE BOXES COMPLETE	EACH	1	\$90.00	\$90.00
1126		FURNISHING, INSTALLING AND CONNECTING 3/4" COPPER SER	LF	800	\$56.00	\$44,800.00
1126		FURNISHING, INSTALLING AND CONNECTING 1" COPPER SERV	LF	500	\$56.00	\$28,000.00
1126		FURNISHING, INSTALLING AND CONNECTING 1-1/2" COPPER SE	LF	100	\$61.00	\$6,100.00
1126		FURNISHING, INSTALLING AND CONNECTING 2" COPPER SERV	LF	150	\$65.00	\$9,750.00
1131		RESETTING EXISTING CURB AND ROADWAY BOXES	EACH	32	\$124.00	\$3,968.00
1132		RESETTING EXISTING CURB AND ROADWAY BOXES	EACH	1	\$50.00	\$50.00
1133		FURNISHING AND INSTALLING 5/8" FROST-PROOF METER SETT	EACH	1	\$519.00	\$519.00
1134		RELOCATING EXISTING 5/8" FROST-PROOF METER SETTING	EACH	1	\$370.00	\$370.00
1135		RESETTING EXISTING 5/8" FROST-PROOF METER SETTING	EACH	1	\$248.00	\$248.00
509		REINFORCING STEEL	LBS.	2500	\$1.00	\$2,500.00
604		ADJUSTING EXISTING VALVE CHAMBER TO GRADE	EACH	1	\$210.00	\$210.00
626		SHEETING AND BRACING ORDERED LEFT IN PLACE	MFBM	1	\$300.00	\$300.00

WATER WORKS SUBTOTAL

SIGNING

630	02100	GROUND MOUNTED SUPPORT, NO. 2 POST	m	139	\$20.00	\$2,780.00
630	03100	GROUND MOUNTED SUPPORT, NO. 3 POST	m	28	\$24.00	\$672.00
630	04100	GROUND MOUNTED SUPPORT, NO. 4 POST	m	33	\$28.00	\$924.00
630	04101	GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN	m	6	\$34.00	\$204.00
630	9501	SIGN SUPPORT ASSEMBLY, POLE MOUNTED, AS PER PLAN	EACH	16	\$70.00	\$1,120.00
630	80101	SIGN, FLAT SHEET, AS PER PLAN	m2	25	\$180.00	\$4,500.00
630	80102	SIGN, FLAT SHEET, TYPE G	m2	5	\$180.00	\$900.00
630	84900	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	123	\$11.00	\$1,353.00
630	85100	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	EACH	2	\$28.00	\$56.00
630	86002	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOS	EACH	47	\$14.00	\$658.00
630	89902	REMOVAL OF PARKING METER POST, AS PER PLAN	EACH	4	\$70.00	\$280.00
630	89902	REMOVAL AND INSTALLATION OF PARKING METER POST, AS P	EACH	16	\$280.00	\$4,480.00

SIGNING SUBTOTAL

ITEM	EXT.	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
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PAVEMENT MARKING

642	00800	CURB MARKING, TYPE I	m	250	\$2,800.00	\$700,000.00
642	30000	REMOVAL OF PAVEMENT MARKING	m	2601	\$2.00	\$5,202.00
644	00100	EDGE LINE	km	0.85	\$2,000.00	\$1,700.00
644	00200	LANE LINE	km	2.26	\$1,000.00	\$2,260.00
644	00300	CENTER LINE	km	1.55	\$4,700.00	\$7,285.00
644	00400	CHANNELIZING LINE	m	562	\$8.00	\$4,496.00
644	00500	STOP LINE	m	32	\$30.00	\$960.00
644	00501	STOP LINE, AS PER PLAN	m	109	\$25.00	\$2,725.00
644	00600	CROSSWALK LINE	m	66	\$14.00	\$924.00
644	00601	CROSSWALK LINE, AS PER PLAN	m	284	\$11.00	\$3,124.00
644	00701	TRANSVERSE LINE, AS PER PLAN	m	130	\$20.00	\$2,600.00
644	01300	LANE ARROW	EACH	32	\$115.00	\$3,680.00
644	01400	WORD ON PAVEMENT, 1800mm	EACH	22	\$148.00	\$3,256.00

PAVEMENT SUBTOTAL

TRAFFIC SIGNALS

625	25803	CONDUIT, CONCRETE ENCASED, 51mm, 713.04, AS PER PLAN	m	173	\$57.00	\$9,861.00
625	25803	CONDUIT, CONCRETE ENCASED, 76mm, 713.04, AS PER PLAN	m	11	\$62.00	\$682.00
625	29000	TRENCH	m	165	\$11.00	\$1,815.00
625	29600	TRENCH IN PAVED AREA, TYPE P	m	19	\$71.00	\$1,349.00
625	30701	PULL BOX, 713.08, 450 mm, TYPE B, AS PER PLAN	EACH	13	\$495.00	\$6,435.00
625	30707	PULL BOX, 713.08, 600 mm, TYPE B, AS PER PLAN	EACH	2	\$632.00	\$1,264.00
625	32001	GROUND ROD, AS PER PLAN	EACH	18	\$212.00	\$3,816.00
625	34000	POWER SERVICE	EACH	1	\$4,000.00	\$4,000.00
630	45500	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8	EACH	1	\$40,000.00	\$40,000.00
630	84510	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	EACH	2	\$2,000.00	\$4,000.00
630		SIGN, REFLECTORIZED, 600 x 300, INCLUDING SPAN-MOUNTED SIGN ATTACHMENT, AS PER PLAN	EACH	15	\$75.00	\$1,125.00
630		SIGN, REFLECTORIZED, 600 x 600, INCLUDING SPAN-MOUNTED SIGN ATTACHMENT, AS PER PLAN	EACH	7	\$84.00	\$588.00
630		SIGN, REFLECTORIZED, 600 x 750, INCLUDING SPAN-MOUNTED SIGN ATTACHMENT, AS PER PLAN	EACH	13	\$98.00	\$1,274.00
630		SIGN, REFLECTORIZED, 750 x 600, INCLUDING SPAN-MOUNTED SIGN ATTACHMENT, AS PER PLAN	EACH	1	\$98.00	\$98.00
630		SIGN, REFLECTORIZED, 900 x 750, INCLUDING SPAN-MOUNTED SIGN ATTACHMENT, AS PER PLAN	EACH	4	\$126.00	\$504.00
630		SIGN, REFLECTORIZED, 900 x 900, INCLUDING SPAN-MOUNTED SIGN ATTACHMENT, AS PER PLAN	EACH	1	\$154.00	\$154.00
630	79001	SIGN HANGAR ASSEMBLY, SPAN WIRE, AS PER PLAN	EACH	2	\$280.00	\$560.00

ITEM	EXT.	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
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TRAFFIC SIGNALS CONTINUED

630		80102 SIGN, FLAT SHEET, TYPE G	m2	1	\$180.00	\$180.00
630		80204 SIGN, EXTRUSHEET, TYPE G	m2	20	\$225.00	\$4,500.00
630		87100 REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	EACH	1	\$182.00	\$182.00
630		87400 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	EACH	24	\$93.80	\$2,251.20
630		89702 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL	EACH	3	\$392.00	\$1,176.00
631		SPAN WIRE		2	\$500.00	\$1,000.00
631		89200 MERCURY VAPOR LUMINAIRE, TYPE TC-31.21, WITH 175 WATT	EACH	1	\$294.00	\$294.00
632		00205 VEHICULAR SIGNAL HEAD, 3 SECTION, 200mm LENS, 1-WAY,	EACH	4	\$280.00	\$1,120.00
		POLYCARBONATE, AS PER PLAN				
632		00303 VEHICULAR SIGNAL HEAD, 3 SECTION, 300mm LENS, 1-WAY,	EACH	10	\$455.00	\$4,550.00
		POLYCARBONATE, AS PER PLAN				
632		00503 VEHICULAR SIGNAL HEAD, 5 SECTION, 300mm LENS, 1-WAY,	EACH	2	\$700.00	\$1,400.00
		POLYCARBONATE, AS PER PLAN				
632		04000 VEHICULAR SIGN HEAD, MISC.: REMOVE AND REPLACE	EACH	1	\$1,400.00	\$1,400.00
632		20101 PEDESTRIAN SIGNAL HEAD, TYPE A2, AS PER PLAN	EACH	15	\$437.00	\$6,555.00
632		25000 COVERING OF VEHICULAR SIGNAL HEAD	EACH	23	\$18.20	\$418.60
632		25010 COVERING OF PEDESTRIAN SIGNAL HEAD	EACH	16	\$18.20	\$291.20
632		26001 PEDESTRIAN PUSH BUTTON WITH SIGNS, AS PER PLAN	EACH	6	\$98.00	\$588.00
632		26501 DETECTOR LOOP, AS PER PLAN	EACH	11	\$980.00	\$10,780.00
632		30101 MESSENGER WIRE, 7 STRAND, 8 mm DIAMETER WITH ACCESSØ	m	272	\$15.70	\$4,270.40
		AS PER PLAN				
632		40501 SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG, SOLID COPPER	m	87	\$3.91	\$340.17
		CONDUCTOR, AS PER PLAN				
632		40701 SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG, SOLID COPPER	m	1301	\$4.78	\$6,218.78
		CONDUCTOR, AS PER PLAN				
632		42201 SIGNAL CABLE, 2 CONDUCTOR, NO. 12 AWG, SOLID COPPER	m	93	\$3.68	\$342.24
		CONDUCTOR, AS PER PLAN				
632		64001 STRAIN POLE FOUNDATION, AS PER PLAN	EACH	13	\$1,200.00	\$15,600.00
632		64021 PEDESTAL FOUNDATION, AS PER PLAN	EACH	1	\$500.00	\$500.00
632		65201 LOOP DETECTOR LEAD-IN CABLE, AS PER PLAN	m	892	\$3.82	\$3,407.44
632		68101 POWER CABLE, 1 CONDUCTOR, NO. 6 AWG, SOLID COPPER	m	34	\$4.14	\$140.76
		CONDUCTOR, AS PER PLAN				
632		69800 SERVICE CABLE, 3 CONDUCTOR, NO. 6 AWG	m	122	\$8.28	\$1,010.16
632		69900 SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG	m	214	\$9.66	\$2,067.24
632		70001 POWER SERVICE, AS PER PLAN	EACH	3	\$714.00	\$2,142.00
632		70201 CONDUIT RISER, 25 mm DIAMETER, AS PER PLAN	EACH	3	\$210.00	\$630.00
632		STRAIN POLE, CITY OF CINCINNATI, DESIGN NO. 38045, AS PER	EACH	4	\$4,000.00	\$16,000.00
632		STRAIN POLE, CITY OF CINCINNATI, DESIGN NO. 52028, AS PER	EACH	9	\$5,000.00	\$45,000.00
632		PEDESTAL, MISC.: CITY OF CINCINNATI, DESIGN NO. 1145	EACH	1	\$700.00	\$700.00
632		90101 REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	EACH	8	\$700.00	\$5,600.00

ITEM	EXT.	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
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TRAFFIC SIGNALS CONTINUED

633	40100	CONTROLLER, POLE MOUNTED, INSTALLATION ONLY, AS PER P	EACH	3	\$1,400.00	\$4,200.00
633	70500	CONTROLLER WORK PAD	m2	1.1	\$180.00	\$198.00

TRAFFIC SIGNALS SUBTOTAL

LIGHTING

625	00500	CONNECTOR KIT, TYPE II	EACH	19	\$70.00	\$1,330.00
625	00600	CONNECTOR KIT, TYPE III	EACH	21	\$63.00	\$1,323.00
625	00800	CONNECTOR KIT, TYPE V	EACH	8	\$61.60	\$492.80
625	00900	CONNECTOR KIT, TYPE VI	EACH	13	\$54.60	\$709.80
625	14000	LIGHT POLE FOUNDATION, 610mm X 1.8 m DEEP	EACH	22	\$700.00	\$15,400.00
625	22990	NO. 6 AWG 600 VOLT DISTRIBUTION CABLE	m	2813	\$4.60	\$12,939.80
625	25403	CONDUIT, 51 mm, 713.07, AS PER PLAN	m	633	\$32.20	\$20,382.60
625	25503	CONDUIT, 76 mm, 713.07, AS PER PLAN	m	116	\$36.80	\$4,268.80
625	25803	CONDUIT, CONCRETE ENCASED, 76mm, AS PER PLAN	m	182	\$59.80	\$10,883.60
625	29002	TRENCH, 0.6m DEEP	m	828	\$10.10	\$8,362.80
625	29600	TRENCH IN PAVED AREA, TYPE B	m	103	\$69.00	\$7,107.00
625	30701	PULL BOX, 713.08, 450 mm, AS PER PLAN	EACH	21	\$490.00	\$10,290.00
625	30707	PULL BOX, 713.08, 600 mm, AS PER PLAN	EACH	1	\$630.00	\$630.00
625	32001	GROUND ROD, AS PER PLAN	EACH	22	\$210.00	\$4,620.00
625	34000	POWER SERVICE	EACH	1	\$3,500.00	\$3,500.00
SPECIAL	69098000	SPECIAL-MISC.:LIGHT POLE	EACH	22	\$10,000.00	\$220,000.00
SPECIAL	69098000	SPECIAL-MISC.:LUMINAIRE	EACH	22	\$2,000.00	\$44,000.00
SPECIAL	69098000	SPECIAL-MISC.:SPOT LIGHT	EACH	1	\$2,500.00	\$2,500.00

LIGHTING SUBTOTAL

LANDSCAPING (TO BE FUNDED 100% FROM OTHER SOURCES)

661	30020	EVERGREEN SHRUB, 40cm, HEIGHT, JUNIPERUS CONFERTA	EACH	33	\$30.00	\$990.00
661	30060	EVERGREEN SHRUB, 60 cm HEIGHT, TAXUS X MEDIA	EACH	23	\$65.00	\$1,495.00
661	40000	DECIDUOUS TREE, 1.5m HEIGHT, RHAMNUS FRANGULA	EACH	65	\$95.00	\$6,175.00
661	40120	DECIDUOUS TREE, 72mm CALIPER, ACER PLATANOIDES	EACH	2	\$475.00	\$950.00
661	40120	DECIDUOUS TREE, 72 mm CALIPER, FRAXINUS	EACH	29	\$425.00	\$12,325.00
661	40120	DECIDUOUS TREE, 72mm CALIPER, GLEDITSIA TRICANTHOS	EACH	13	\$450.00	\$5,850.00
661	40120	DECIDUOUS TREE, 72mm CALIPER, LIQUIDAMBAR STYRACIFLUA	EACH	3	\$625.00	\$1,575.00

ITEM	EXT.	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
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LANDSCAPING CONTINUED

661	40120	DECIDUOUS TREE, 72mm CALIPER, PYRUS CALLERYANA CLEVELAND 'SELECT', B&B 100cm MIN.	EACH	10	\$385.00	\$3,850.00
661	40120	DECIDUOUS TREE, 96mm CALIPER, PYRUS CALLERYANA CAPITOL, B&B 100cm MIN	EACH	34	\$675.00	\$22,950.00
661	50140	EVERGREEN TREE, 2.0m HEIGHT, PICEA ABIES, B&B 80cm MIN.	EACH	7	\$225.00	\$1,575.00
662	30000	LANDSCAPE WATERING	L	12147	\$0.17	\$2,064.99
SPECIA	69098000	SPECIAL-MISC.:BENCH	EACH	6	\$950.00	\$5,700.00
SPECIA	69098000	SPECIAL-MISC.:TRASH RECEPTACLE	EACH	5	\$1,200.00	\$6,000.00
SPECIA	69098000	SPECIAL-MISC.:RELOCATE STATUE	EACH	1	\$8,500.00	\$8,500.00

LANDSCAPING SUBTOTAL

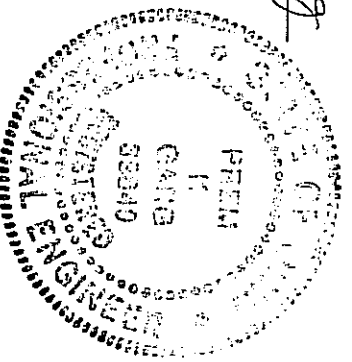
MISC.

614	11000	MAINTAINING TRAFFIC		LUMP	\$400,000.00	\$400,000.00
619	15010	FIELD OFFICE, TYPE B		LUMP	\$20,000.00	\$20,000.00
623	10000	CONSTRUCTION LAYOUT STAKES		LUMP	\$25,000.00	\$25,000.00
624	10000	MOBILIZATION		LUMP	\$100,000.00	\$100,000.00

MISCELLANEOUS SUBTOTAL

TOTAL ESTIMATED CONSTRUCTION ESTIMATE						\$3,835,000
CONTINGENCIES						\$395,000
Less Landscaping which is 100% locally funded.						\$80,000
TOTAL ESTIMATE FOR 20% OPWC FUNDING						\$4,150,000.00

Prem Garg
Prem Garg, P.E.
City of Cincinnati
City Engineer



City of Cincinnati



Department of Public Works
Division of Engineering

September 17, 1999

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

Joseph S. Charlton
Acting Director

Prem Garg, P.E.
City Engineer

Robert H. Richardson, AIA
City Architect

RE: Status of Funds for Local Share of 2000 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2000 SCIP/LTIP Projects (Round 14 Funding) are recommended by the City Manager for funding in the City's 2000 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Madison Road (Observatory Avenue to Edwards Road)
North Bend Road (Argus Road to Hamilton Avenue)
Quebec Road (Glenway Avenue to Queen City Avenue)
State Avenue (Queen City Avenue to West Eighth Street)
Vine Street (McMicken Avenue to Taft Road/Calhoun Street)
Corbly Road/Sutton Road (Corporation Line to Corporation Line)
Glenway Avenue (West Eighth Street to Wing Street)
Langdon Farm Road (Montgomery Road to Wiehe Road)
West Eighth Street (Nebraska Avenue to Enright Avenue)
Westwood Northern Boulevard (Montana Avenue to Corporation Line)

STREET IMPROVEMENT PROJECTS

Hopple Street (Meeker Street to I-75)
ML King (Woodside Place to Vine Street)
Paddock Road/I-75 Interchange Improvements
Robertson Avenue/Millsbrae Avenue Safety Improvement
Gobel Road (Westwood Northern Boulevard to Bracken Woods Lane)

September 17, 1999

Re: Status of Funds for Local Share of 2000 SCIP/LTIP Project Grants

Page -- 2

STREET RECONSTRUCTION PROJECTS

Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)

St. Lawrence Avenue/Rutledge Avenue Reconstruction

Beekman Street "S-curve" Reconstruction

LANDSLIDE CORRECTION PROJECT

Lehman Road (Summit View Apartments to State Avenue)

BRIDGE REPLACEMENT PROJECTS

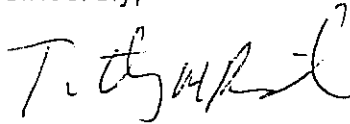
Erie Avenue Bridge over NW Railroad

Powers Street Bridge over West Fork Channel

The matching funds for these projects are coming from Street Improvement Bonds.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy H. Riordan". The signature is fluid and cursive, with the first name "Timothy" being more prominent.

Timothy H. Riordan
Director of Finance

THR/PG/BHP/RHC/mcc

VICINITY MAP: HOPPLE STREET: MEEKER TO I-75

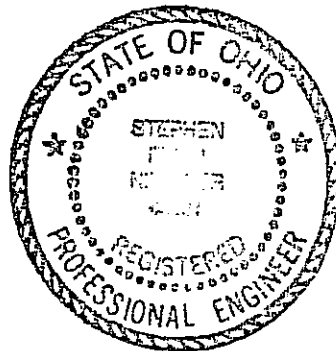


CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Hopple Street (Meeker Street to I-75) project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.
Supervising Engineer



HOPPLE STREET: MEEKER TO I-75
STATUS OF RIGHT-OF WAY ACQUISITION
September 1999

One parcel has been closed and the building demolished. One parcel is to be settled in court in mid-September 1999.

ODOT has reviewed 11 appraisals and they have been given to the negotiator. 4 additional parcels are being appraised.

The appropriation resolution has been passed. Right-of-way is scheduled to be clear by February 1, 2000.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-02-1995
Center For Microcomputers In Transportation

Streets: (N-S) GARRARD ST (E-W) HOPPLE ST
Analyst: MSQ File Name: GARRA.HC9
Area Type: Other 9-15-95 2016 PM

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	>	1	<	1	3		2	<	
Volumes	225	20	127	39	1	39	1	919		1743	51	
Lane Width	14.0	14.0			9.0		12.0	11.0		11.0		
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00	

Signal Operations									
Phase Combination	1	2	3	4	5	6	7	8	
NB Left	*				EB Left	*			
Thru	*				Thru	*			
Right	*				Right				
Peds	*				Peds	*			
SB Left	*				WB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds	*				Peds	*			
EB Right					NB Right				
WB Right					SB Right				
Green	35.0A				Green	77.0P			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary									
Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
NB	L	397	1324	0.597	0.300	29.0	D	27.3	D
	TR	519	1731	0.298	0.300	24.6	C		
SB	LTR	330	1100	0.252	0.300	24.3	C	24.3	C
EB	L	62	96	0.016	0.650	5.6	B	7.0	B
	T	3511	5402	0.303	0.650	7.0	B		
WB	TR	2330	3585	0.851	0.650	14.8	B	14.8	B

Intersection Delay = 14.1 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.771

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-02-1995
Center For Microcomputers In Transportation

Streets: (N-S) GARRARD ST (E-W) HOPPLE ST
Analyst: MSQ File Name: GARRA.HC9
Area Type: Other 9-15-95 2016 PM

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	>	1	<	1	3		2	<	
Volumes	225	20	127	39	1	39	1	919		1743		51
Lane Width	14.0	14.0			9.0		12.0	11.0		11.0		
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
NB Left	*				EB Left	*			
Thru	*				Thru	*			
Right	*				Right				
Peds	*				Peds	*			
SB Left	*				WB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds	*				Peds	*			
EB Right					NB Right				
WB Right					SB Right				
Green	35.0A				Green	77.0P			
Yellow/AR	4.0				Yellow/AR	4.0			
Cycle Length: 120 secs Phase combination order: #1 #5									

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
NB	L	397	1324	0.597	0.300	29.0	D	27.3	D
	TR	519	1731	0.298	0.300	24.6	C		
SB	LTR	330	1100	0.252	0.300	24.3	C	24.3	C
EB	L	62	96	0.016	0.650	5.6	B	7.0	B
	T	3511	5402	0.303	0.650	7.0	B		
WE	TR	2330	3585	0.851	0.650	14.8	B	14.8	B

Intersection Delay = 14.1 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.771

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-02-1995
 Center For Microcomputers In Transportation

Streets: (E-W) HOPPLE ST (N-S) COLERAIN AVE
 Analyst: MSQ File Name: COLRA.HC9
 Area Type: Other 9-15-95 2016 AM
 Comment: FILE: COLRAIN

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	2	1	1	1	1	1	1	1
Volumes	58	2145	139	294	455	455	39	43	117	59	98	33
Lane Width	11.0	11.0		11.0	11.0	12.0	11.0	11.0	12.0	11.0	11.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds		*			Peds	*		
WB Left	*				SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds		*			Peds	*		
NB Right	*				EB Right			
SB Right	*				WB Right			
Green	17.0A	43.0P			Green	9.0A		
Yellow/AR	4.0	4.0			Yellow/AR	3.0		
Cycle Length:	80 secs Phase combination order: #1 #2 #5							

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	L	365	1621	0.175	0.225	19.0	C	26.8	D
	TR	2789	5071	1.001	0.550	26.9	D		
WB	L	365	1621	0.897	0.225	39.6	D	16.1	C
	T	1877	3412	0.283	0.550	7.3	B		
	R	825	1500	0.613	0.550	10.3	B		
NB	L	109	965	0.396	0.112	26.3	D	18.2	C
	T	192	1706	0.250	0.112	24.8	C		
	R	562	1500	0.231	0.375	13.0	B		
SB	L	156	1387	0.423	0.112	26.3	D	24.9	C
	T	192	1706	0.568	0.112	28.5	D		
	R	562	1500	0.066	0.375	12.2	B		

Intersection Delay = 23.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.919

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-19-1995
Center For Microcomputers In Transportation

Streets: (N-S) GARRARD ST

(E-W) HOPPLE ST

Analyst: MSQ

File Name: GARRARD.HC9

Area Type: Other

9-15-95 2016 PM

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	1		1	3			2	<	
Volumes	225	20	127	39		39	919			1743		51
Lane Width	12.0	12.0		9.0		9.0	11.0			11.0		
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00		3.00	3.00			3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left			
Thru	*				Thru	*		
Right	*				Right			
Peds	*				Peds	*		
SB Left	*				WB Left			
Thru					Thru	*		
Right	*				Right	*		
Peds	*				Peds	*		
EB Right					NB Right			
WB Right					SB Right			
Green	35.0A				Green	77.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
NB	L	531	1770	0.446	0.300	26.2	D	25.7	D
	TR	486	1621	0.319	0.300	24.8	C		
SB	L	280	932	0.147	0.300	23.4	C	23.2	C
	R	428	1425	0.096	0.300	23.0	C		
EB	T	3511	5402	0.303	0.650	7.0	B	7.0	B
WB	TR	2331	3586	0.651	0.650	14.8	B	14.8	B

Intersection Delay = 13.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.723

Streets: (E-W) HOPPLE ST (N-S) COLERAIN AVE
Analyst: MSQ File Name: COLRA.HC9
Area Type: Other 9-15-95 2016 AM
Comment: FILE: COLRAIN

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	2	1	1	1	1	1	1	1
Volumes	58	2145	139	294	455	455	39	43	117	59	98	33
Lane Width	11.0	11.0		11.0	11.0	12.0	11.0	11.0	12.0	11.0	11.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations												
Phase Combination 1				2	3	4	5	6	7	8		
EB	Left	*					NB	Left	*			
	Thru			*				Thru	*			
	Right			*				Right	*			
	Peds			*				Peds	*			
WB	Left	*					SB	Left	*			
	Thru			*				Thru	*			
	Right			*				Right	*			
	Peds			*				Peds	*			
NB	Right	*					EB	Right				
SB	Right	*					WB	Right				
Green		17.0A	43.0P				Green		9.0A			
Yellow/AR		4.0	4.0				Yellow/AR		3.0			
Cycle Length: 80 secs Phase combination order: #1 #2 #5												

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	L	365	1621	0.175	0.225	19.0	C	26.8	D
	TR	2789	5071	1.001	0.550	26.9	D		
WB	L	365	1621	0.897	0.225	39.6	D	16.1	C
	T	1877	3412	0.283	0.550	7.3	B		
	R	825	1500	0.613	0.550	10.3	B		
NB	L	109	965	0.396	0.112	26.3	D	18.2	C
	T	192	1706	0.250	0.112	24.8	C		
	R	562	1500	0.231	0.375	13.0	B		
SB	L	156	1367	0.423	0.112	26.3	D	24.9	C
	T	192	1706	0.568	0.112	28.5	D		
	R	562	1500	0.066	0.375	12.2	B		

Intersection Delay = 23.2 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.919

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-19-1995
Center For Microcomputers In Transportation

Streets: (N-S) GARRARD ST (E-W) HOPPLE ST
Analyst: MSQ File Name: GARRARD.HC9
Area Type: Other 9-15-95 2016 PM

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1		1	3			2	1	
Volumes	225	20	127	39		39	919			1743		51
Lane Width	12.0	12.0		9.0		9.0	11.0			11.0		
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00		3.00	3.00			3.00		3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
NB	Left	*				EB Left			
	Thru	*				Thru	*		
	Right	*				Right			
	Peds	*				Peds	*		
SB	Left	*				WB Left			
	Thru					Thru	*		
	Right	*				Right	*		
	Peds	*				Peds	*		
EB	Right					NB Right			
WB	Right					SB Right			
Green		35.0A				Green	77.0P		
Yellow/AR		4.0				Yellow/AR	4.0		
Cycle Length: 120 secs Phase combination order: #1 #5									

Intersection Performance Summary

	Lane	Group:	Adj Sat		v/c		Delay	LOS	Approach:	
			Flow	Ratio	Ratio	Ratio			Delay	LOS
NB	L	531	1770	0.446	0.300	26.2	D	25.7	D	
	TR	486	1621	0.319	0.300	24.8	C			
SB	L	280	932	0.147	0.300	23.4	C	23.2	C	
	R	426	1425	0.096	0.300	23.0	C			
EB	T	3511	5402	0.303	0.650	7.0	B	7.0	B	
WB	TR	2331	3586	0.651	0.650	14.8	B	14.8	B	

Intersection Delay = 13.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.723

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-20-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOPPLE ST (N-S) COLERAIN AVE
Analyst: MSQ File Name: COLRAN1.HC9
Area Type: Other 9-15-95 2016 PM
Comment: FILE: COLRAN1

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	2	1	1	1	1	1	1	1
Volumes	26	983	68	179	1604	198	104	107	290	104	143	117
Lane Width	11.0	11.0		11.0	11.0	12.0	11.0	11.0	12.0	11.0	11.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left	*		
Thru		*			Thru		*	
Right		*			Right		*	
Peds		*			Peds	*	*	
WB Left		*			SB Left	*		
Thru		*	*		Thru		*	
Right		*	*		Right		*	
Peds		*	*		Peds	*	*	
NB Right		*			EB Right			
SB Right					WB Right	*		
Green	14.0A	16.0P			Green	7.0A	8.0A	
Yellow/AR	3.0	4.0			Yellow/AR	4.0	4.0	
Cycle Length:	60 secs	Phase combination order: #1 #2 #5 #6						

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
	Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	120	401	0.242	0.283	12.8	E	21.1	C	
	TR	1435	5064	0.696	0.283	21.3	C			
WB	L	378	1621	0.526	0.233	16.4	C	17.6	C	
	T	1933	3412	0.968	0.567	19.7	C			
	R	1125	1500	0.196	0.750	1.7	A			
NB	L	216	1621	0.537	0.133	20.5	C	13.9	B	
	T	256	1706	0.465	0.150	18.7	C			
	R	650	1500	0.495	0.433	9.8	B			
SB	L	216	1621	0.537	0.133	20.5	C	20.9	C	
	T	256	1706	0.621	0.150	21.4	C			
	R	225	1500	0.578	0.150	20.7	C			

Intersection Delay = 16.3 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.839

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4 09-20-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOPPLE ST (N-S) COLERAIN AVE
Analyst: MSQ File Name: COLRAN1.HC9
Area Type: Other 9-15-95 2016 PM
Comment: FILE: COLRAN1

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	2	1	1	1	1	1	1	1
Volumes	26	983	68	179	1604	198	104	107	290	104	143	117
Lane Width	11.0	11.0		11.0	11.0	12.0	11.0	11.0	12.0	11.0	11.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left		*			NB Left	*		
	Thru		*			Thru		*	
	Right		*			Right		*	
	Peds		*			Peds	*	*	
WB	Left		*			SB Left	*		
	Thru		*	*		Thru		*	
	Right		*	*		Right		*	
	Peds		*	*		Peds	*	*	
NB	Right		*			EB Right			
SB	Right					WB Right	*		
Green		14.0A	16.0P			Green	7.0A	8.0A	
Yellow/AR		3.0	4.0			Yellow/AR	4.0	4.0	
Cycle Length: 60 secs Phase combination order: #1 #2 #5 #6									

Intersection Performance Summary

	Lane	Group:	Adj Sat		v/c	g/C	Delay	LOS	Approach:	
			Mvmts	Cap					Delay	LOS
EB	L		120	401	0.242	0.283	12.6	B	21.1	C
	TR		1435	5064	0.896	0.283	21.3	C		
WB	L		376	1621	0.526	0.233	16.4	C	17.6	C
	T		1933	3412	0.968	0.567	19.7	C		
	R		1125	1500	0.196	0.750	1.7	A		
NB	L		216	1621	0.537	0.133	20.5	C	13.9	B
	T		256	1706	0.465	0.150	18.7	C		
	R		650	1500	0.495	0.433	9.8	B		
SB	L		216	1621	0.537	0.133	20.5	C	20.9	C
	T		256	1706	0.621	0.150	21.4	C		
	R		223	1500	0.573	0.150	20.7	C		

Intersection Delay = 18.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.839

HCN: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-06-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOPPLE ST (N-S) EXIT RAMP(S)
Analyst: MSQ File Name: I75RMPS.HC9
Area Type: Other 9-15-95 2016 AM

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		4			2					2		2
Volumes		2381			304					1311		889
Lane Width		12.0			12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00					3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru			
Right					Right			
Peds	*				Peds			
WB Left					SB Left	*		
Thru	*				Thru			
Right					Right	*		
Peds	*				Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	35.0P				Green	37.0P		
Yellow/AR	4.0				Yellow/AR	4.0		
Cycle Length:	80 secs	Phase combination order: #1 #5						

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB	T	3177	7059	0.916	0.450	19.2	C	19.2	C
WB	T	1588	3529	0.224	0.450	10.2	B	10.2	B
SB	L	1593	3353	0.942	0.475	23.7	C	20.2	C
	R	1425	3000	0.783	0.475	15.4	C		

Intersection Delay = 19.1 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.930

HCN: SIGNALIZED INTERSECTION SUMMARY Version 2.4 10-06-1995
Center For Microcomputers In Transportation

Streets: (E-W) HOPPLE ST

(N-S) EXIT RAMP(S)

Analyst: MSQ

File Name: I75RMP5.HC9

Area Type: Other

9-15-95 2016 AM

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		4			2					2		2
Volumes		2381			304					1311		882
Lane Width		12.0			12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00					3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru			
Right					Right			
Peds	*				Peds			
WB Left					SB Left	*		
Thru	*				Thru			
Right					Right	*		
Peds	*				Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	35.0P				Green	37.0P		
Yellow/AR	4.0				Yellow/AR	4.0		
Cycle Length: 80 secs Phase combination order: #1 #5								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C		Approach:		
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB	T	3177	7059	0.916	0.450	19.2	C	19.2	C
WB	T	1588	3529	0.224	0.450	10.2	B	10.2	B
SB	L	1593	3353	0.942	0.475	23.7	C	20.2	C
	R	1425	3000	0.783	0.475	15.4	C		

Intersection Delay = 19.1 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.930

**ROADWAY MIDBLOCK SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI**

Roadway HOPALE from VIADUCT to I-75 RAMPs

Prepared by DALY Date 9/15/99

Year	Total	Injury	Pedestrian	Right Angle	Rear End	Side-swipe	Fixed Object	Parked	Backing	Head-On	Other
95	27			3	9	14	1				
96	9			1	6		1				1
97	9				7	1	1				

Comments: COUNTS - 4 92-0068 13548 RATE-5.3
92-0064 16097

29645

Accident Rate = No. Acc x 1,000,000 = 45 x 1,000,000 = 45,000,000 Accidents

Miles x ADT x Years x 365 260 x 29645 x 3 x 365 million vehicle miles

8439165

Intersection HOPALE & BURLINGTON

Prepared by DALY

Date 9/15/99

[illegible]

Comments: COUNTS - # 92-0070 12844 RATE - .
92-0069 12813

25657

$$\frac{\text{Accident Rate} = \text{No. Acc} \times 1,000,000}{\text{ADT} \times \text{Years} \times 365} = \frac{6 \times 1,000,000}{25,657 \times 3 \times 365} = \frac{6,000,000}{28,094,415 \text{ million vehicles}} \text{ Accidents}$$

INTERSECTION ACCIDENT SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI

Intersection HOPPLE & COLERAIN

Prepared by DALY

Date 9/15/99

Year	Total	Injury	Pedestrian	Right Angle	Rear End	Side-swept	Fixed Object	Parked	Backing	Head-On	Other
95	25			19	3	3					
96	31		1	17	5	5	2		1		
97	35			14	5	14	1		1		

Comments: COUNTS - ⁴ 92-0068 13548 RATE - 2.2
 92-0064 16097
 92-0067 3454
 92-0066 3950
 37049

Accident Rate = No. Acc x 1,000,000 = 91 x 1,000,000 = 91,000,000 Accidents

ADT x Years x 365 = 37049 x 3 x 365 = 40,568,655 million vehicles

**INTERSECTION ACCIDENT SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI**

Intersection HOPPLE & GARRAED

Prepared by DALY

Date 9/15/99

Year	Total	Injury	Pedestrian	Right Angle	Rear End	Side-swipe	Fixed Object	Parked	Backing	Head-On	Other
95	8			5	2	1					
96	2			1		1					
97	7			5	2						

Comments: COUNTS - 92-0070 12244 RATE - .5
92-0069 12813
87-0366 2221
87-0365 361
28239

Accident Rate = No. Acc x 1,000,000 = 17 x 1,000,000 = 17,000,000 Accidents

ADT x Years x 365 = 28239 x 3 x 365 = 30921705 million vehicles

INTERSECTION ACCIDENT SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI

Intersection HOPALE & I-75 RAMPs

Prepared by DALY

Date 9/15/99

Year	Total	Injury	Pedestrian	Right Angle	Rear End	Side-swipe	Fixed Object	Parked	Backing	Head-On	Other
95	15			2	10	2			1		
96	16			4	5	5	2				
97	21			4	9	6	2				

Comments: COUNTS - # 85-0101 14457

RATE - 1.0

85-0100 5603

85-0112 9566

29626

$$\text{Accident Rate} = \frac{\text{No. Acc} \times 1,000,000}{\text{ADT} \times \text{Years} \times 365} = \frac{52 \times 1,000,000}{29626 \times 3 \times 365} = 52000000 \text{ Accidents}$$

$$\text{ADT} \times \text{Years} \times 365 = 29626 \times 3 \times 365 = 32440470 \text{ million vehicles}$$

INTERSECTION ACCIDENT SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI

Intersection HOPPLE & JESSAMINE

Prepared by DALY

Date 9/15/99

Year	Total	Injury	Pedestrian	Right Angle	Rear End	Side-swipe	Fixed Object	Parked	Backing	Head-On	Other
95	2					1	1				
96	0										
97	0										

Comments: COUNTS - #92-0070 12844 RATE - .
92-0069 12813
150

25807

Accident Rate = No. Acc x 1,000,000 = 2 x 1,000,000 = 2000000 Accidents
ADT x Years x 365 25807 x 3 x 365 28258665 million vehicles

INTERSECTION ACCIDENT SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI

Intersection HOPPLE & MEEKER

Prepared by DALY

Date 9/15/99

Year	Total	Injury	Pedestrian	Right Angle	Rear End	Side-swipe	Fixed Object	Parked	Backing	Head-On	Other
95	3		1		1		1				
96	5			2	3						
97	1					1					

Comments: COUNTS - #92-0070 12844
 92-0069 12813
 92-0060 452
 92-0065 284
 26433

RATE -

$$\text{Accident Rate} = \frac{\text{No. Acc} \times 1,000,000}{\text{ADT} \times \text{Years} \times 365} = \frac{9 \times 1,000,000}{26433 \times 3 \times 365} = \frac{9000000}{28944135} \text{ Accidents per million vehicle}$$

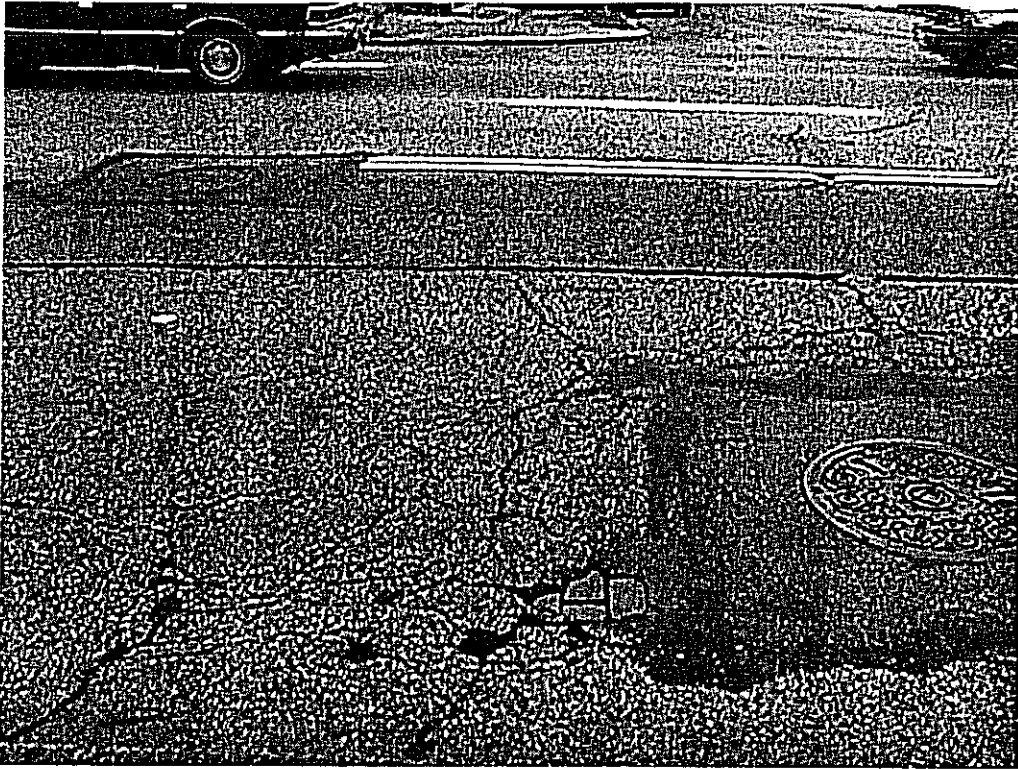
HOPPLE STREET



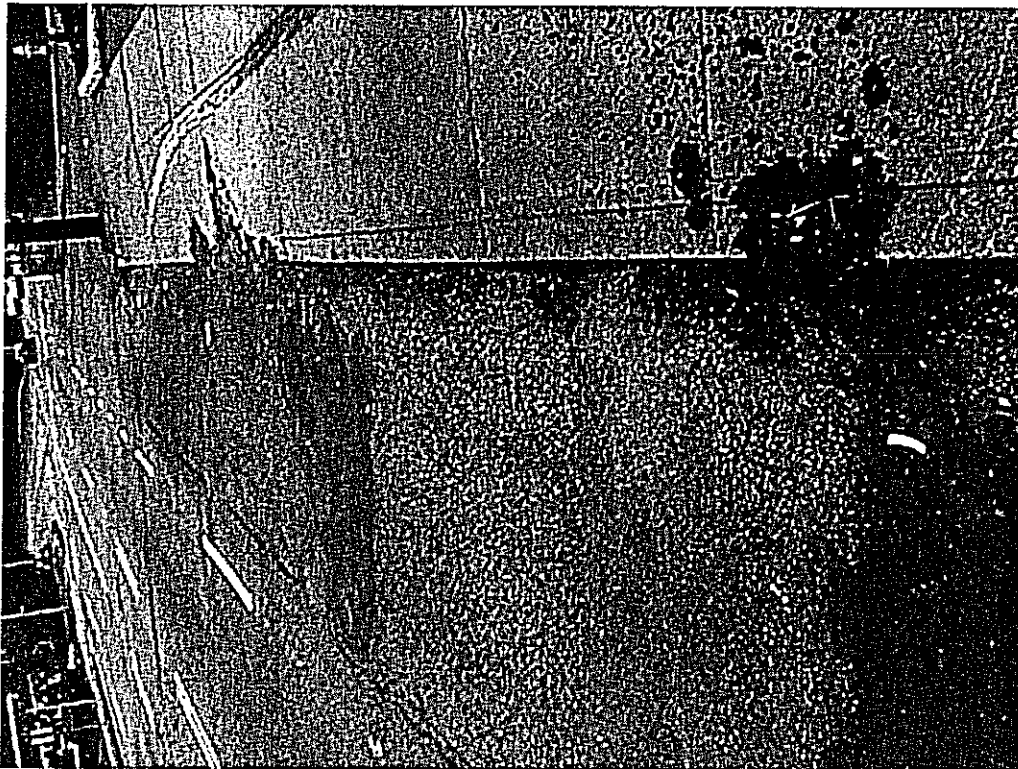
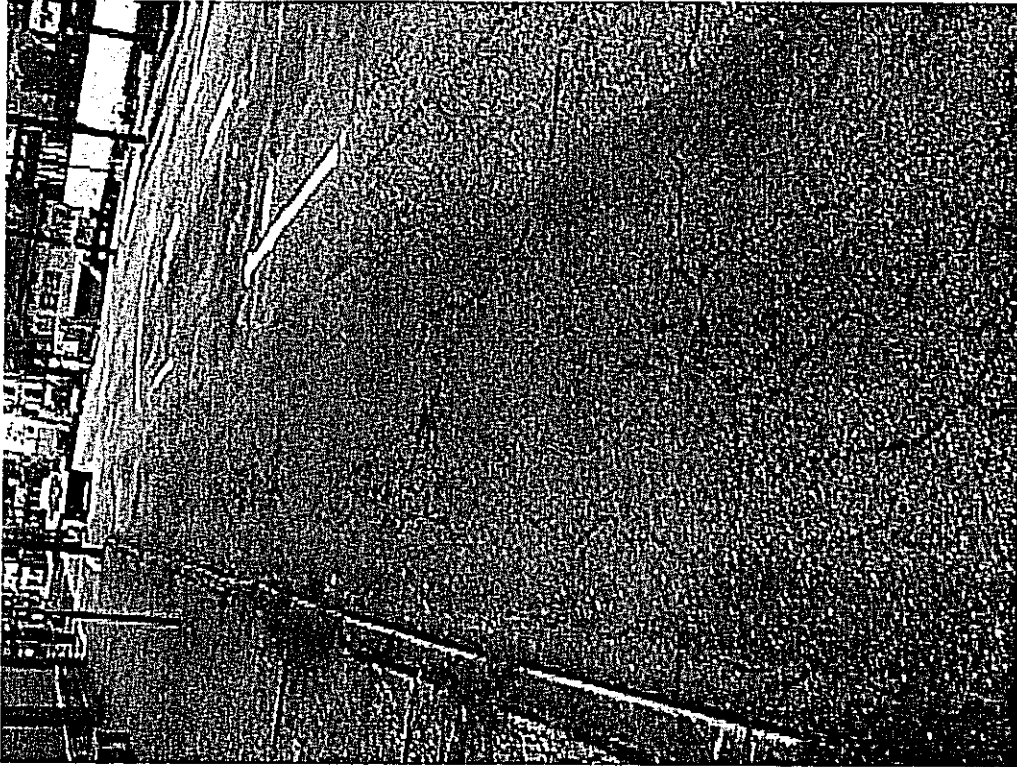
HOPPLE STREET



HOPPLE STREET



HOPPLE STREET



ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded?

For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The roadway has a Pavement Condition Rating of 65 (poor) and Dynaflect tests indicate a Base Condition Index of 60 (poor). Pavement shows signs of fatigue – random and longitudinal cracking, rutting and pavement failures. 50% of the existing pavement is being replaced. The curbs are deteriorated. The lanes are being widened to standard width lanes. Left and right turn lanes are being added to provide better access for the high volume of trucks (6%) between I-75 and Spring Grove Avenue. This will also prevent the turning trucks from blocking lanes for the through traffic. The reversible lane system will be removed. No additional through lanes are being added.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

6 months

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 18 Of these, how many are Takes _____, Temporary 6, Permanent 12

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A (ODOT to coordinate)

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

6 months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The Hopple Street improvement project will reduce road user costs, assist in maintaining the current tax base, will remove the reversible lane system, improve Level of Service for the public, truck delivery and emergency vehicles and will provide a satisfactory road network for the motoring public. The lanes are being widened to standard width. The proposed project is encouraging development in this corridor. The project will improve the congested intersection of Hopple Street and Colerain Avenue by adding turn lanes. The environmental document concluded that this improvement would reduce rear-end and angle-type accidents by 70% and remaining accident types by 40%

- 4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal X 80 % ODOT _____ % Local _____ %
MRF _____ % OWDA _____ % CDBG _____ %
Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
No Ban X _____ (specify)

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 29,635 X 1.20 = 35,562 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This street is part of the Federal Aid Urban System and is classified as a major arterial. Hopple Street is a major artery connecting the west side with Interstate 75 and downtown.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Varies C to E Proposed LOS C

**Enclosed are the LOS calculations.*

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

The reversible lane system will be removed. Drivers can be confused by the red "x"s and green arrows especially if they are driving on Hopple Street at a different time of time of the day than they usually do. Semi-tractor trailers have a difficult time managing the turns onto and from Colerain Avenue and often block the entire intersection past the green phase of the traffic signal. The attached accident data shows that during the 3 year period, there were 222 accidents, 80 were right-angle, 68 were rear-end and 55 were sideswipe accidents. The environmental document concluded that this improvement would reduce rear-end and angle-type accidents by 70% and remaining accident types by 40%.

- 10) Will the proposed project generate user fees or assessments?

Yes No X

If yes, what user fees and/or assessments will be utilized?

- 11) How will the proposed project enhance economic growth? (Please be specific)

A new BP station was constructed in anticipation of this highway improvement. There is half an acre of undeveloped City-owned property on the north side of Hopple Street that will be surplus property and can be developed. There is an additional acre to be developed that is privately owned. The Camp Washington Redevelopment Corporation has the rights to develop all of this property. As shown on the attached plan, they plan to build a 13,905 square foot pharmacy and a 2,800 square foot restaurant on Hopple Street between the I-75 exit ramps and Colerain Avenue. The developers are waiting for the street improvement to be underway before finalizing their plans. The Camp Washington Chili building will be removed for the street improvement project. The owner will be using the payment received from the acquisition to build a larger restaurant with a drive thru lane. It is estimated that over 50 new jobs will be created.

- 12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

The City of Cincinnati has a dedicated infrastructure component of the City earnings tax, and has enacted the optional \$5 license plate fee.

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS

PROGRAM YEAR 2000

ROUND 14

Name of Jurisdiction: City of Cincinnati

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)</u>
2	<u>Vine St. Rehabilitation (McMicken Ave. to Taft Road/Calhoun St.)</u>
3	<u>State Avenue Rehabilitation (Queen City Ave. to W. Eighth St.)</u>
4	<u>Quebec Road Rehabilitation (Glenway Ave. to Queen City Ave.)</u>
5	<u>M. L. King Drive Improvement (Woodside Pl. to Vine St.)</u>

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: HOPPLE STREET

SCIP 292
 FIELD SCORE: 282
 APPEAL SCORE: _____
 FINAL SCORE: _____

LTIP 397
 FIELD SCORE: 357
 APPEAL SCORE: _____
 FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

LAST YEAR'S
RATING

SCIP 20 X 5 = 100
 LTIP 20 X 1 = 20

BASE FAILURE
 MAJOR CURB DETERIORATION
 CRACKING, JOINT FAILURE, POTHOLES

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

SCIP 25 X 1 = 25
 LTIP 25 X 4 = 100
15 X 4 = 60

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

SCIP 0 X 1 = 0
 LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

SCIP 5 X 3 = 15
 LTIP 5 X 1 = 5

5) Will the completed project generate user fees or assessments?

10 - No
0 - Yes

$$\begin{array}{rcl} \text{SCIP} & \underline{10} & \times \underline{5} = \underline{50} \\ \text{LTIP} & \underline{10} & \times \underline{0} = \underline{0} \end{array}$$

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employers

$$\text{SCIP} \quad \underline{3} \times \underline{0} = \underline{0}$$

7 – The project will directly secure new employers

$$\text{LTIP} \quad \underline{3} \times \underline{4} = \underline{12}$$

5 – The project will secure new employers

3 – The project will permit more development

0 – The project will not impact development

NO DOCUMENTATION
PROVIDED

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

$$\text{SCIP} \quad \underline{0} \times \underline{5} = \underline{0}$$

10 – 50% or higher

$$\text{LTIP} \quad \underline{0} \times \underline{1} = \underline{0}$$

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

0%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

80%

$$\text{SCIP} \quad \underline{10} \times \underline{2} = \underline{20}$$

$$\text{LTIP} \quad \underline{10} \times \underline{5} = \underline{50}$$

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

$$\text{SCIP} \quad \underline{10} \times \underline{0} = \underline{0}$$

8 - Project design is for partial future demand.

6 - Project design is for current demand.

$$\text{LTIP} \quad \underline{10} \times \underline{10} = \underline{100}$$

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

$$\text{SCIP} \quad \underline{5} \times \underline{5} = \underline{25}$$

$$\text{LTIP} \quad \underline{5} \times \underline{5} = \underline{25}$$

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

8 -

6 - Moderate impact

4 -

2 - Minimal or no impact

$$\text{SCIP} \quad \underline{10} \times \underline{0} = \underline{0}$$

$$\text{LTIP} \quad \underline{10} \times \underline{1} = \underline{10}$$

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

$$\text{SCIP} \quad \underline{6} \times \underline{2} = \underline{12}$$

$$\text{LTIP} \quad \underline{6} \times \underline{0} = \underline{0}$$

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

$$\text{SCIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

$$\text{LTIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

35,562

$$\text{SCIP} \quad \underline{10} \times \underline{2} = \underline{20}$$

$$\text{LTIP} \quad \underline{10} \times \underline{5} = \underline{50}$$

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

3 - One of the above

0 - None of the above

$$\text{SCIP} \quad \underline{5} \times \underline{5} = \underline{25}$$

$$\text{LTIP} \quad \underline{5} \times \underline{5} = \underline{25}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.